Irregular Suburban Services of Central Railway

2604. SHRI SATISH PRADHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Suburban Services of Central Railway have been running very irregularly during the last three years, causing inconvenience and hardship to the commuters;

(b) whether it is also a fact that the rails laid in the Suburban Services, especially between Kulyan and Mumbai V.T. have developed fractures and pits, causing speed restriction to the motorman;

(c) whether it is a fact that the rails used on this route have been sub-standard and off specification; and

(d) whether the track condition is unsuitable for running EMU's at prescribed speed due to the poor foundation conditions, which normally requires to absorb the bounces?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) There have been cases of dislocation and some irregular running on account of monsoons, agitations, accidents, equipment failures and detention at level crossing gates.

(b) Some times the rails do develop fractures and pits while in service, such occurrences being common in any suburban section due to frequent braking and acceleration in automatic signalling section. In case of some of these instances train speeds are to be restricted for a short duration till the rails are replaced or other measures taken.

(c) No, Sir. The rails used on Bombay Suburban section or elsewhere are of standard quality and as per laid down specifications. All supplies of rails are accepted only after detailed inspection by competent authority.

(d) No, Sir. The track laid on the Bombay suburban section is on stable formation and permites running of EMU rakes at the maximum permissible speeds barring a few specific locations where there are some speed restrictions because of local constraints.

Construction of over-head Bridges without State Governments' Contributions

2605. SHRI SATISH PRADHAN: Will the Minister of RAILWAYS be pleased to state:

(a) what is the number of over-head bridges constructed by the Railways without contributions from State Governments or local authorities;

(b) what is the number of such bridges constructed in Karnataka;

(c) what are the demands of the Government of Karnataka for construction of over-head bridges on level crossings of Bangalore-Hyderabad highway;

(d) whether it is a fact that a proposal for the construction of over-head bridges has been pending since 1981; if so, the details thereof; and

(e) whether the Railways have constructed a over-head bridge on a minor road, used largely by the bullock-carts within the proximity of the Bangalore-Hyderabad highway, where the State Government has demanded construction of a overhead bridge?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) 23.

(b) 8.

(c) Nil.

(d) No, Sir.

(e) No, Sir.